

1. Toyota at Paris Motor Show	2
2. Toyota unveils new Yaris TS	4
3. Extra performance for Toyota Hilux	14
4. 2007 Avensis offers quality driven performance	30
5. Panasonic Toyota Racing	44

Toyota at Paris Motor Show

Paris showcase for broad Toyota range

- New Yaris TS
- More powerful Hilux
- The 2007 Avensis

The broad extent of Toyota's product range in Europe is highlighted at the 2006 Paris Motor Show with significant new launches across several automotive segments.

Highlights of the Toyota stand are:

New Yaris TS

A sports hatchback offering enjoyable driving performance and sophisticated styling without compromising refinement.

At the heart of the Yaris TS is an all-new 1.8-litre Dual VVT-i engine developing 132 DIN hp and a top speed of 194 km/h. Suspension is lowered and retuned while exclusive sports styling ensures Yaris TS stands out from the crowd.

More powerful Hilux

A powerful new range of diesel engines and styling enhancements are set to boost the popularity of the latest generation Toyota Hilux.

The new engines include a high performance, high torque 3.0-litre D-4D diesel, which will help the Hilux compete in the growing leisure pick-up segment of the market. At the same time the current 2.5-litre D-4D diesel engine has been upgraded to develop 120 DIN hp and a remarkable torque of 325Nm.

The 2007 Avensis

Stronger, more emotional styling for the Toyota flagship in Europe along with enhanced interior quality and specification. A brand new 2.0-litre D-4D 125 engine gives Avensis a fully competitive diesel range.

Also on display:

Toyota TF 106

Get close to the excitement of the F1 race season with the Toyota contender.

Toyota unveils new Yaris TS,
flagship of the new Yaris range



Toyota unveils new Yaris TS, flagship of the new Yaris range

- Sophisticated TS styling
- All new, 1.8-litre Dual VVT-i engine
- Retuned, sports suspension and steering
- High performance with excellent driving pleasure
- Top-level safety standards

The new Yaris TS is a flagship model for the highly successful Toyota Yaris range, offering customers enjoyable sports performance with no compromise on refinement or driveability.

The Yaris TS is designed to head up the range with high level of standard equipment, great open road driving characteristics and sporty, yet sophisticated styling. And, just like the new-generation Toyota Yaris on which it is based, the Yaris TS offers exceptional space, refinement, safety and comfort in a car of this class.

At the heart of the Yaris TS is an all-new 1.8-litre engine with dual variable valve timing, delivering 132 DIN hp (97 kW) at 6000 rpm. Powering through a slick five-speed manual gearbox, this will offer 0-100 kph acceleration in 9.3 seconds and a top speed of 194 km/h.

But the Yaris TS is not just about outright performance. The high levels of standard equipment, sophisticated styling and lowered, sports suspension will ensure the Yaris TS stands out from the crowd and is highly enjoyable to drive.

The Yaris TS

- With 3 and 5 door body styles
- Refined driving pleasure
- On sale early in 2007

The new Yaris TS will be a flagship model for the Yaris range and is positioned at the heart of the European sports hatchback segment, offering refinement and sophistication. It will add to the success of the new-generation Yaris, which has already proved to be highly popular across Europe since its launch earlier this year.

As a matter of fact, close to 153,000 Yaris have been sold since its introduction (Year To Date July 2006), an increase of 10,000 units compared to last year. On a full year basis, Yaris sales target is 258,000 units for Europe.

The new Yaris TS will be available in both three and five-door body styles, giving it a wide appeal and allowing customers to enjoy sports hatchback performance without compromising on style, practicality or comfort.

Typical customers are likely to be successful single people or young couples attracted by the style and performance of Yaris TS, plus Toyota's worldwide reputation for quality and robustness. They are not prepared to compromise on refinement – preferring an easy to drive, responsive and sophisticated sports hatchback.

Unlike rivals, the Yaris TS is likely to attract a balance of male and female customers – and some more mature enthusiast drivers.

The new Yaris TS will go on sale across Europe early in 2007.

Sophisticated, sports styling

- Unique TS grille and badging
- 17" alloy wheels and spoiler

The new Yaris TS certainly looks the part with strong but sophisticated presence on the road to make it stand out from its rivals.

At the front, the unique black sports mesh grille with clear TS badge is a highlight and adds emphasis to the deep bumper design with integrated front fog lights. Darkened headlamp surrounds complete the effect.

At the rear, the bumper has also been redesigned with an integrated, chromed sports exhaust pipe and fog lights. The rear combination light has been changed to LED style.



Full 17-inch alloy wheels are standard, filling the wheel arches while also offering exceptional handling and ride. The deep side skirts and roof spoiler complete the aerodynamic, TS exterior styling which achieves a drag coefficient of 0.32.

The new Yaris TS will be available in a range of lively colours, including Vivid Blue, Terracotta, Black and Solid Red. There will also be one exclusive TS colour, Storm Grey.

The interior styling is equally sophisticated with exclusive trim to the sports seats and doors, alloy highlighting of air vents, leather trimmed steering wheel and unique amber lighting of the main controls.

In keeping with the sports theme, the Yaris TS features a centrally mounted analogue display of speed and engine revs.

High levels of standard equipment include manual air conditioning, CD player and radio with six speakers and tilt/telescopic adjustable steering column.

Typical options which will allow customers to further enhance their driving pleasure include automatic climate control, Toyota's Smart Keyless Entry and Push Start, plus heated driver and passenger seats and heated mirrors.

All new 1.8-litre engine

- **Dual variable valve timing (Dual VVT-i)**
- **More performance, fewer emissions**
- **132 DIN hp from 1.8-litre**
- **5 speed manual transmission**

The 1.8-litre Dual VVT-i engine which powers the new Yaris TS offers dual variable valve timing to control both the intake and exhaust valves.

Dual VVT-i is a significant evolution of the highly-effective VVT-i (variable valve timing – intelligent) technology already available on the current range of Toyota petrol engines. By varying the timing on both the inlet and exhaust valves, the new technology is able to offer much greater engine flexibility with more power output, more torque and lower fuel consumption.

The 1.8-litre Dual-VVT-i engine in the Yaris TS develops 132 DIN hp (97kW) at 6,000rpm with significantly higher torque of 173 Nm at 4,400 rpm. This means that, despite its sports driving characteristics (it will rev to 6,400 rpm), the Yaris TS is responsive to drive with excellent mid-range and open road performance.

The top speed of the Yaris TS will be 194 km/h and it will accelerate to 100 km/h in 9.3 seconds.

The new 1.8 Dual VVT-i engine utilises an aluminium cylinder block and plastic intake manifold to reduce weight for improved performance and fuel consumption. Roller rocker arms, low-tension piston rings and light weight pistons further improve fuel efficiency, allowing the Yaris TS to simultaneously achieve high power excellent throttle response and good fuel economy. This new engine will be mated with a 5 speed manual transmission.

The combined fuel cycle figure for Yaris TS is 7.5 litres/100km with a CO₂ output of 178 gm/km.

Sports chassis and suspension

- **Yaris platform retuned for higher performance**
- **Sports suspension and handling**
- **More precise steering**

The new Yaris TS has taken the already strong Yaris platform and adapted it, under the skin, to cope with the increased power and performance. Sophisticated suspension and steering modifications ensure maximum driving pleasure and enhanced active safety without comprising refinement.

Body and suspension rigidity has been further improved with reinforcements to the front suspension members and a linking rod between the rear members.

The suspension has been lowered by 8mm for a more sporting stance and retuned springs and shock absorbers give balanced ride and handling while enhancing high speed stability. Front springs have been retuned for more precise rebound and a thicker front anti-roll bar helps with high speed cornering and reduced body roll.

The Yaris TS also offers retuned, high precision electric power steering with a ratio of 13.2:1. This offers just 2.3 turns, lock to lock and makes the Yaris TS extremely nimble with a turning radius of 5.6 metres.

Top-level safety standards

- **Yaris range awarded a 5-star at EuroNCAP**
- **Up to 9 airbags including Toyota's famous knee airbag**
- **Developed according to more stringent car-to-car compatibility standards**
- **VSC and TRC on Yaris TS**

Yaris has been the safest supermini available at the time of its launch. In order to live up to its predecessor's image, the new Yaris also counts with a strong Euro NCAP performance. The new Yaris TS has achieved a class-leading 5 star result at the Euro NCAP Adult Occupant Rating among B-segment cars – 35 points. This is the highest score ever attained by a Toyota model at the Euro NCAP tests.

The vehicle is featured with nine airbags which contribute to this high level of passive safety. Four airbags (dual front and side) are standard with curtain shield airbags, and a segment-first driver's knee airbag is also available.

Yaris is the first Toyota to be developed according to more stringent car-to-car compatibility internal standards. Toyota's previous car-to-car compatibility standards stipulated a crash speed of 50 km/h. However, Toyota decided to adopt more stringent criteria by increasing this speed to 55 km/h on all car-to-car crash tests, which represents a 20% increase in impact energy.

Vehicle Stability Control (VSC), Traction Control (TRC) and Anti Lock Brakes (ABS) will be available as standard active safety features for the Yaris TS.



Specifications

Engine

Engine code	2ZR-FE
Type	4 in-line cylinders
Fuel type	95 Octane petrol (or higher)
Valve mechanism	DOHC 16-valve
Displacement (cm ³)	1,798
Bore x stroke (mm)	80.5 X 88.3
Compression ratio (:1)	10.0
Max. power (kW) DIN hp/rpm	(97KW) 132 DIN hp/6000rpm
Max. torque (Nm/rpm)	173 Nm/4400rpm

Transmission

Type	Front-wheel drive
Clutch type	Dry, single plate
Gearbox type	5 M/T
Gear ratios	1 st 3.166
	2 nd 1.904
	3 rd 1.392
	4 th 1.031
	5 th 0.815
	Reverse 3.250
Differential gear ratio	4.312

Suspension

Front	McPherson strut, stabiliser bar; gas-filled shock absorbers
Rear	Inverted-V torsion beam with stabiliser function included; gas-filled shock absorbers

Brakes

Front	Ventilated discs (Ø275 mm)
Rear	Solid discs (Ø259mm)
Additional features	ABS with EBD and BA (Brake Assist) VSC + TRC standard

Steering

Type	Rack and pinion
Ratio (:1)	13.2
Turns (lock to lock)	2.3
Min. turning radius – tyre (m)	5.6
Additional features	Electric Motor Power Steering (EMPS)

Tyres

Tyre size	205/45R17
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Exterior dimensions

Overall length (mm)	3,800
Overall width (mm)	1,695
Overall height (mm)	1,530
Wheelbase (mm)	2,460
Tread (mm) front	1,460
Tread (mm) rear	1,450
Overhang (mm) front	755
Overhang (mm) rear	585

Weights

Kerb weight (kg)	1,120
Gross vehicle weight (kg)	1,535

Performance

Transmission	SMT
Max. speed (km/h)	194
0-100 km/h (sec.)	9.3
0-400 m (sec.)	16.8

Fuel consumption

Transmission	SMT
Combined (l/100km)	7.5
Extra urban (l/100km)	–
Urban (l/100km)	–
Fuel tank capacity (l)	42

CO₂ emissions

Transmission	SMT
Combined (g/km)	178
Extra urban (g/km)	–
Urban (g/km)	–

– = tbc

Equipment**Exterior**

Colored outside handles	•
Colored elec. outer mirrors	•
17" Alloy Wheels	•
Air Spats: w/ FR & CTR, w/o RR	•
FR Fog Lamps	•
Side mud guards	•
Sport Headlamp	•
RR Fog lamp in bumper	•
RR Spoiler	•

Interior

Leather steering wheel SPORT with audio switch	•
Power windows	•
Manual A/C	•
Auto A/C	◦
Seat Material Sport	•
Analog Speedometer	•
Telescopic steering wheel	•
Sunvisor with mirror & cover	•
Seatback pocket	•
Remote control (key less entry)	◦
D seat height adjustment	•
Leather shiftknob	•

Audio

Radio CD MP3 with 6 speakers	•
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Safety

Curtain and knee airbags	•
VSC + TRC with ABS + EBD + BA	•

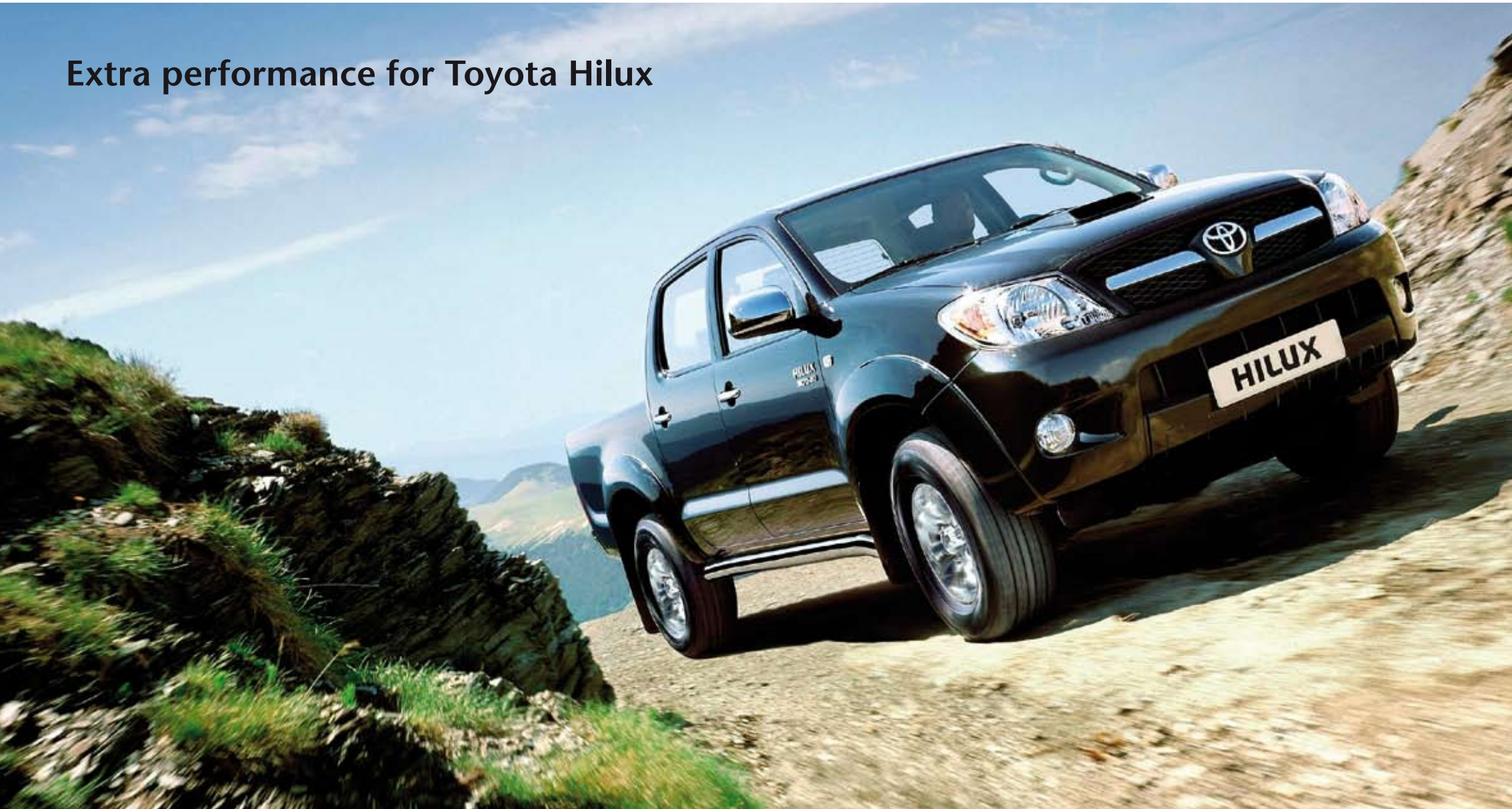
Security

Immobilizer	•
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• = standard

◦ = optional

Extra performance for Toyota Hilux



Extra performance for Toyota Hilux

- **High performance 3.0-litre D-4D with 171 DIN hp and 343 Nm of torque**
- **2.5-litre D-4D boosted to 120 DIN hp and 325 Nm of torque**
- **All engines now Euro IV**
- **Introduction of a new automatic transmission**
- **Exterior and interior enhancements**

A powerful new range of diesel engines and styling enhancements are set to boost the popularity of the latest generation Toyota Hilux. The changes will help Hilux to become one of the top selling pick-ups across Europe with strong customer appeal in both the leisure and utility vehicle markets.

The new engines include a high performance, high torque 3.0-litre D-4D diesel which will help the Hilux compete in the growing leisure pick-up segment of the market. This 171 DIN hp unit, similar to the Toyota Land Cruiser's engine, will give the Hilux market-leading power to weight ratio and outstanding performance driving characteristics.

At the same time the current 2.5-litre D-4D diesel engine has been upgraded to develop 120 DIN hp, a seventeen per cent increase on the current unit, and a remarkable torque of 325Nm. This new 2.5-litre D-4D will replace the current high and low torque option to offer customers a single, highly responsive power unit, suitable for both leisure and utility markets.

Both new engines comply with Euro IV emissions regulations and the new line-up offers Hilux customers an excellent balance of driving pleasure, low fuel consumption and low emissions. The more powerful engines also allow Hilux customers a wider choice to suit their work, leisure and adventure lifestyle.

The appeal of the Toyota Hilux is further enhanced by exterior styling changes which give the vehicle a more distinctive look and, for the 3.0-litre D-4D model, a high-tech Optitron meter panel and multi-info display.

Worldwide sales success

- **Best selling Toyota off-roader**
- **Global demand exceeding supply**
- **Enhancing Toyota's Superior Quality image**

The current Toyota Hilux, launched in Europe in late 2005, is the sixth generation of Toyota's second best selling model worldwide. Indeed, more than 12 million units have been built since the Hilux was first introduced in Japan in 1967.

The Hilux is one of three vehicles being developed on a global basis under Toyota's IMV (Innovative International Multi-purpose Vehicle) project. IMV products are truly global vehicles designed to sell in

more than 140 countries and to meet modern customer demand for high levels of quality, durability and comfort. New Hilux cumulative production reached 633,617 units by the end of July 2006.

The Hilux pick-up range, which represents 66% of IMV volume (FY 2005), complements the Toyota SUV/off-road line-up, offering different body styles and a more rugged alternative to the world renowned Land Cruiser and RAV4.

This latest generation, designed specifically to meet the growing customer demand for leisure and work vehicles, has already proved to be a sales success. On a worldwide basis, demand is exceeding supply and consequently, in 2006, due to this supply restriction, Toyota will limit its sales in Europe to 23,000 units.

The new Toyota Hilux is already the best selling leisure pick-up in three European countries (Denmark, Finland and Norway) and increased production capacity at the Toyota plant in South Africa (TSAM) means European sales targets will rise to 34,000 units in 2007.





New 3.0-litre D-4D

- Class leading power to weight
- High performance, high torque engine
- Choice of 5 speed manual or 4 speed automatic transmission

The selected introduction of a high performance 3.0-litre D-4D diesel engine will place the Toyota Hilux at the heart of the leisure pick-up market – with class-leading power to weight ratio and outstanding dynamic performance.

The 3.0-litre D-4D develops 171 DIN hp and offers 343Nm of torque across a range from 1,400rpm to 3,400rpm – making it the ideal power unit for customers looking for performance and extra driving pleasure, both on and off-road.

There will be a choice of transmissions – five speed manual or four speed automatic – and the 3.0-litre D-4D will be available exclusively with the Double Cab, 4x4 body style in SR grade and above. The new engine will give the Hilux a top speed of 170 km/h (manual transmission) while still offering excellent fuel consumption of 8.3 l/100km (combined cycle, manual transmission) and 9.4 l/100km (combined cycle, automatic transmission).

Equipped with the 4 speed A/T, the Hilux top speed is 175 km/h. The 3.0-litre D-4D is the latest derivative of the renowned diesel engine which also appears in the flagship Toyota Land Cruiser range.

It features second-generation common-rail technology, smooth control of the turbocharger variable vanes and a swirl control system for maximum efficiency.

The common rail system develops a high pressure, allowing the use of injector nozzles with smaller diameter holes of 0,015 mm diameter, to create a more homogenous air-fuel mix, improving the efficiency of the combustion process. This translates into more performance with lower emissions and lower fuel consumption.

The engine also benefits from a Swirl Control System. Each cylinder is supplied with air/exhaust gas mixture through two different ducts. Butterfly valves operated by the Swirl Control System can shut off one of these ducts according to the engine speed and load, increasing the mixture's swirl rate inside the combustion chamber.

At low engine speeds this device improves the air-fuel mixture, thus increasing torque availability at low speeds along with lower emissions.

The new Hilux Double Cab 3.0-litre D-4D will go on sale across Europe in December 2006.

More powerful 2.5-litre D-4D

- Now develops 120 DIN hp
- Remarkable torque of 325 Nm
- Intercooler aids fuel efficiency
- Fully Euro IV compliant

The 2.5-litre D-4D engine remains at the core of the Toyota Hilux range and will continue to be available in 4x2 and 4x4 configurations (depending on national markets) and in Single Cab, Extra Cab and Double Cab body styles. The engine is available with a five-speed manual transmission.

The introduction of a high performance turbo-intercooler, and other developments result in power from the 2.5-litre D-4D engine boosted by seventeen per cent to 120 DIN hp. Top speed is now 165 km/h (4x2 manual transmission) and 155 km/h for 4x4 version.

At the same time the torque output from this engine reaches now a remarkable 325 Nm, over a broad range of the rev band, giving the 2.5-litre D-4D Hilux a very good balance between excellent driving pleasure and low fuel consumption. On the combined cycle, the Hilux 2.5-litre D-4D will deliver from 7.4 l/100 km to 8.3l/100km, depending on the model.

The addition of the intercooler and optimisation of the oxidation catalytic converter ensures that the 2.5-litre D-4D is now fully compliant with Euro IV emissions standards.

Sales of the more powerful Hilux 2.5-litre D-4D starts during Q4 2006, depending on body type.

Enhanced styling and comfort features

- More rugged exterior look
- Bright new colours
- Hi-tech Optitron meters (3.0-litre)

A key selling point of the new Toyota Hilux is its modern design, offering superior quality and significant improvements in interior space and modularity. Frontal styling is bold and aggressive with the deep front bumper and massive bonnet adding to the sense of authority.

The appeal of the Hilux is further enhanced by styling changes to give a more rugged look. These include the addition of an air scoop on the bonnet to increase air-flow for the intercooler and front fog lamps on SR grade models and above.

At the same time, the latest Hilux will be available in several additional exterior colours including Night Sky Black, Stellar Blue and Stone Grey.

A more hi-tech, premium quality ambience is created with new, Optitron meters exclusively for the 3.0-litre D-4D model, which also receives a multi-information display and shift position indicator (auto transmission only).



Driving pleasure is further enhanced on the 3.0-litre D-4D automatic with the inclusion of cruise control as a standard feature.

Included in the list of available options is full map, DVD-based navigation with touch-screen and dynamic route guidance. This clear, easy-to-use system provides precise navigation across European countries and will suggest alternative routes if traffic congestion builds up on the original choice (subject to local national licensing). The DVD-navigation also integrates the audio system with radio, CD and MP3 player.

All models on SR grade and above receive a fabric covering for the sun visor.

Wider model range

- New premium grade, SR-X
- Extra Cab 4x4 for right hand drive

The premium positioning of the Toyota Hilux as the ultimate leisure and adventure vehicle is further emphasised by the launch of a new, flagship grade, the SR-X, in selected markets. Available only with the 3.0-litre D-4D, the Hilux SR-X will appeal to customers wanting to maximise the premium leisure status of their Hilux with features such as full leather interior trim, DVD-navigation, unique alloy wheels and chrome side bars.

There will also be more customer choice in the range with the introduction of an Extra Cab model for right hand drive markets in 4x4 configuration.

Specifications 2.5L D-4D 120

Engine		2.5L D-4D 120	
Engine code		2KD-FTV	
Type		4 in-line cylinders	
Fuel type		48 Cetane diesel	
Valve mechanism		DOHC 16-valve	
Exhaust system		Turbo charger	
Intake system		Intercooler/Swirl control valve	
Displacement (cm³)		2,494	
Bore x stroke (mm)		92.0 x 93.8	
Compression ratio (:1)		17.4	
Max. power (kW) DIN hp/rpm		(88) 120/3,600	
Max. torque (Nm/rpm)		325/2,000	
Transmission			
Type		4x2	4x4
Clutch type		Dry, single plate	Dry, single plate
Gearbox type		5 M/T	5 M/T
Gear ratios	1 st	4.313	4.313
	2 nd	2.330	2.330
	3 rd	1.436	1.436
	4 th	1.000	1.000
	5 th	0.838	0.838
	Reverse	4.220	4.220
Differential gear ratio (front/rear)		- / 3.583	3.909 / 3.909
Brakes		4x2	4x4
Single/Double Cab	Extra Cab	Single/Double Cab	Extra Cab
Front	Ventilated discs (Ø257x28 mm)	Ventilated discs (Ø255x28 mm)	Ventilated discs (Ø255x25 mm)
Rear	Drums (Ø254 mm)	Drums (Ø254 mm)	Drums (Ø295 mm)
Additional features		ABS (optional on Single Cab, base specification) LSP&BV (Load Sensing Proportioning & Bypass Valve)	
Steering			
Type		Rack and pinion	
Ratio (:1)		18.9 (4x2), 19.4 (4x4)	
Turns (lock to lock)		3.82 (4x2), 3.72 (4x4)	
Min. turning radius – tyre (m)		5.9 (4x2), 6.2 (4x4)	
Additional features		Hydraulic Power Steering (HPS)	

Off-road performance		4x4					
Bodytype	Single Cab		Extra Cab		Double Cab		
Min. running ground clearance (mm)	212		212		212		
Approach angle (°)	30		30		30		
Departure angle (°)	26		26		26		
Ramp break over angle (°)	25		25		25		
Exterior dimensions		Single Cab		Extra Cab		Double Cab	
Overall length (mm)		5,255		5,255		5,255	
Overall width (mm)		1,760 (1,835*)		1,760 (1,835*)		1,760 (1,835*)	
Overall height (mm)		1680 (4x4: 1,795)		1680 (4x4: 1,795)		1695 (4x4: 1,810)	
Wheelbase (mm)		3,085		3,085		3,085	
Tread (mm) front		1,510 (1,540*)		1,510 (1,540*)		1,510 (1,540*)	
Tread (mm) rear		1,510 (1,540*)		1,510 (1,540*)		1,510 (1,540*)	
Overhang (mm) front		885		885		885	
Overhang (mm) rear		1,285		1,285		1,285	
* With over fender							
Interior dimensions		Single Cab		Extra Cab		Double Cab	
Interior length (mm)		1,340		1,840		2,130	
Interior width (mm)		1,475		1,475		1,475	
Interior height (mm)		1,190		1,190		1,195	
Deck space		Single Cab		Extra Cab		Double Cab	
Deck floor to ground (mm)		745 (4x4: 860)		750 (4x4: 855)		730 (4x4: 850)	
Height (mm)		450		450		450	
Length (mm)		2,315		1,805		1,520	
Width (mm)		1,520		1,515		1,515	
Volume (m³)		1,530		1,178		0,983	
Weights		Single Cab		Extra Cab		Double Cab	
Transmission		4x2	4x4	4x2	4x4	4x2	4x4
Kerb weight (kg)		1,545-	1710-1805	1585-	1,730-	1,695-	1,785-
		1,645		1660	1,830	1,740	1,880
Gross vehicle weight (kg)		2800	2730	2715	2695	2615	2740
Towing capacity w/ brakes 12% (kg)		1,800	2,250	1,800	2,250	1,800	2,250
Towing capacity w/o brakes (kg)		750	750	750	750	750	750
Max. payload* (kg)		1155-	925-	1055-	865-	875-	860-
		1255	1020	1130	965	920	955

Performance	Single Cab		Extra Cab		Double Cab	
Transmission	4x2	4x4	4x2	4x4	4x2	4x4
Max. speed (km/h)	165	155	165	155	165	155
0-100 km/h (sec.)	13.5	15.0	13.5	15.0	13.5	15.2
Fuel consumption (combined, l/100km)	7.4	8.3	7.4	8.3	7.5	8.3

Emissions	Single Cab		Extra Cab		Double Cab	
Transmission	4x2	4x4	4x2	4x4	4x2	4x4
CO ₂ (combined, gr/km) *	197	219	197	219	199	219

Specifications 3.0L D-4D 170

Engine	3.0L D-4D 170
Engine code	1KD-FTV
Type	4 in-line cylinders
Fuel type	48 Cetane diesel
Valve mechanism	DOHC 16-valve
Exhaust system	Variable Nozzle Turbo charger
Intake system	Intercooler/Swirl control valve
Displacement (cm ³)	2,982
Bore x stroke (mm)	96.0 x 103.0
Compression ratio (:1)	17.9
Max. power (kW) DIN hp/rpm	(126) 171/3,600
Max. torque (Nm/rpm)	343/1,400 - 3,400

Transmission		
Gearbox Type	5 M/T	4 A/T
Clutch type	Dry, single plate	-
Gear ratios	1 st	4.313
	2 nd	2.330
	3 rd	1.436
	4 th	1.000
	5 th	0.838
	Reverse	4.220
		2.393

Off-road performance	4 X 4
Bodytype	Double Cab
Min. running ground clearance (mm)	212
Approach angle (O)	30
Departure angle (O)	26
Ramp break over angle (O)	25

Exterior dimensions	Double Cab
Overall length (mm)	5,255
Overall width (mm)	(1,835*)
Overall height (mm)	(4x4: 1,810)
Wheelbase (mm)	3,085
Tread (mm) front	(1,540*)
Tread (mm) rear	(1,540*)
Overhang (mm) front	885
Overhang (mm) rear	1,285

* With over fender

Interior dimensions	Double Cab
Interior length (mm)	2,130
Interior width (mm)	1,475
Interior height (mm)	1,195

Deck space	Double Cab
Deck floor to ground (mm)	(4x4: 850)
Height (mm)	450
Length (mm)	1,520
Width (mm)	1,515
Volume (m ³)	0,983

Weights	Double Cab
Kerb weight (kg)	1,840-1,890
Gross vehicle weight (kg)	2,770
Towing capacity w/ brakes 12% (kg)	2,250
Towing capacity w/o brakes (kg)	750
Max. payload* (kg)	880-930

* difference between gross vehicle weight and kerb weight

Performance	Double Cab	
Transmission	5 M/T	4 A/T
Max. speed (km/h)	170	175
0-100 km/h (sec.)	12.0	11.9
Fuel consumption (combined, l/100km) *	8.3	9.4

Emissions	Double Cab	
Transmission	5 M/T	4 A/T
CO ₂ (combined, gr/km) *	219	246

* According to the base directive 80/1268/EEC, latest ammendment 2004/3/EC



TOYOTA

Equipment Table

	Single Cab		Extra Cab			Double Cab				
	4x2 DLX	4x4 DLX	4x2 DLX	4x4 DLX	4x4 SR	4x4 DLX	4x4 SR	3.0-litre SR	4x4 3.0-litre SR-X	
Exterior										
Monotone body colour	•	•	•	•	•	•	•	•	•	•
Front bumper: material colour	•	•	–	–	–	–	–	–	–	–
Front bumper: colour-keyed	–	–	•	•	•	•	•	•	•	•
Rear bumper: grey steel painted	•	•	•	•	–	•	–	–	–	–
Rear bumper: chrome plated	–	◦	–	◦	•	◦	•	•	•	•
Chrome side bars	–	–	–	–	–	–	–	–	–	•
Side steps	–	–	–	–	•	–	•	•	•	–
Radiator grille: material colour	•	•	•	•	–	•	–	–	–	–
Radiator grille: colour-keyed & chrome plated moulding	–	–	–	–	•	–	•	•	•	•
15" steel wheels	•	–	•	–	–	–	–	–	–	–
15" steel wheels (w/ center ornament)	–	◦	–	◦	–	◦	–	–	–	–
16" steel wheels (w/ center ornament)	–	•	–	•	–	•	–	–	–	–
15" alloy wheels	–	–	–	–	•	–	•	•	•	–
16" alloy wheels	–	–	–	–	–	–	–	–	–	•
Overfenders: colour-keyed	–	◦	–	◦	•	◦	•	•	•	•
Front and rear mud guards	•	•	•	•	•	•	•	•	•	•
Door handles: black	•	•	•	•	–	•	–	–	–	–
Door handles: chrome	–	–	–	–	•	–	•	•	•	•
Door mirrors: black	•	•	•	•	–	•	–	–	–	–
Door mirrors: chrome and electric	–	–	–	–	•	–	•	•	•	•
Deck guard frame with stopper	•	•	•	•	–	•	–	–	–	–
Interior										
Manual air conditioning	◦	◦	◦	◦	•	◦	•	•	•	•
Steering column with manual tilt	•	•	•	•	•	•	•	•	•	•
Power steering	•	•	•	•	•	•	•	•	•	•
4-spoke steering wheel	•	•	•	•	•	•	•	•	•	•
Matt paint insert on centre cluster	•	•	•	•	–	•	–	–	–	–
Silver painted insert on centre cluster	–	–	–	–	•	–	•	•	•	•
Power door lock	◦	◦	◦	◦	•	◦	•	•	•	•
Wireless door lock	◦	◦	◦	◦	•	◦	•	•	•	•
Power window with auto down at: D	◦	◦	◦	◦	•	◦	•	•	•	•
Rear window defogger	–	–	•	•	•	•	•	•	•	•
In time adjust & mist wipers	•	•	•	•	•	•	•	•	•	•

	Single Cab		Extra Cab			Double Cab				
	4x2 DLX	4x4 DLX	4x2 DLX	4x4 DLX	4x4 SR	4x4 DLX	4x4 SR	3.0-litre SR	4x4 3.0-litre SR-X	
Assist grips										
Front door armrest	•	•	•	•	•	•	•	•	•	•
Front door pocket	•	•	•	•	•	•	•	•	•	•
Console box with lid	◦	◦	•	•	•	–	–	–	–	–
Console box with lid & rear cup holder	–	–	–	–	–	•	•	•	•	–
Tachometer	•	•	•	•	•	•	•	•	•	•
Clock	•	•	•	•	•	•	•	•	•	•
Optitron metres	–	–	–	–	–	–	–	•	•	•
Multi-information display	–	–	–	–	–	–	–	•	•	•
Leather steering wheel	–	–	–	–	–	–	–	–	•	•
Leather shift knob	–	–	–	–	–	–	–	–	•	•
Cruise control (only with automatic transmission)	–	–	–	–	–	–	–	•	•	•
Audio										
Antenna	•	•	•	•	•	•	•	•	•	•
2 speaker audioless	•	•	•	•	–	•	–	•	•	•
4 speakers audioless	–	–	◦	◦	–	◦	–	–	–	–
2-DIN radio with CD, MP3 player, 160 watt amplifier	◦	◦	◦	◦	•	◦	•	•	•	–
Full map DVD navigation with NACD/CD	–	–	–	–	–	–	–	–	–	•

4x4 Technology

Rear differential	•	•	•	•	•	•	•	•	•	•
Auto disconnect differential	–	◦	–	◦	•	◦	•	•	•	•
LSD (Limited slip differential)*	•	•	•	•	•	•	•	•	•	•
Rear diff lock	–	◦	–	◦	◦	◦	◦	–	–	–
4WD transfer lever & knob	–	•	–	•	•	•	•	•	•	•

* Depending on market

	Single Cab		Extra Cab				Double Cab			
	4x2 DLX	4x4 DLX	4x2 DLX	4x4 DLX	4x4 SR	4x4 DLX	4x4 SR	4x4 3.0- litre SR	4x4 3.0- litre SR-X	

Safety

ABS	◦	•	◦	•	•	•	•	•	•	
SRS airbags (w/o cut off switch): D&P	•	•	•	•	•	•	•	•	•	
Front seat belts with 3-point ELR, pretensioners and force-limiters	•	•	•	•	•	•	•	•	•	
Rear seat belts with with 3 point ELR	–	–	•	•	•	–	–	–	–	
Rear seat belts with with 3 point ELR, 2-point NR	–	–	–	–	–	•	•	•	•	
Collapsible steering column	•	•	•	•	•	•	•	•	•	
Headlamp levelling device	•	•	•	•	•	•	•	•	•	

Security

Immobilizer	•	•	•	•	•	•	•	•	•	
Immobilizer & Pre-Wire for TVSS (RHD only)	•	•	•	•	–	•	•	•	•	

Seats

Front seats with vinyl	•	•	–	–	–	–	–	–	–	
Front seat 40/60 bench (2 persons)	•	•	–	–	–	–	–	–	–	
Front seat separate walk-in: P	–	–	•	•	•	–	–	–	–	
Front separate seats	◦	◦	–	–	–	•	•	•	•	
Rear seat with tip-up function	–	–	–	–	–	•	•	•	•	
Seat material: semi low grey fabric	◦	◦	•	•	–	•	–	–	–	
Seat material: full high grey fabric	–	–	–	–	•	–	•	•	–	
Leather upholstery	–	–	–	–	–	–	–	–	•	

• = standards

◦ = optional

– = not available



2007 Avensis offers quality driven performance



2007 Avensis offers quality driven performance

- European flagship adopts premium position
- New D-4D diesel engine joins line-up
- Further enhancements to ride and driving pleasure
- Fresh exterior and interior styling for more sporty look

The Toyota Avensis is a key model in the company European line-up. As the flagship of the range it has been a major factor in building Toyota brand awareness and its position of offering superior quality products across all market segments.

The Avensis was the first Toyota to be sold only in Europe from launch and was developed with the European market in mind. It was styled by ED² in the south of France and is built in Europe too, by TMUK.

The Toyota Avensis has been a sales success since launch, particularly among the all-important private buyers. Overall Avensis share of the upper-medium segment has risen from 4.6% in 2002 to 8.4% in 2005, placing the Avensis as the sixth best seller in the segment (across 19 European Union countries).

However, the Toyota Avensis is the fourth best seller in the private buyer market taking 11.2% market share.

Premium quality package

- Stronger, more emotional design
- New interior colour and trim
- Premium equipment levels developed

The 2007 Avensis, on sale from June 2006, has a stronger and more emotional exterior design to give the car a more sporty feel and make it more recognisable on the road.

The front styling is all-new to create a clear Toyota identity with a fresh bumper, new radiator grille and sporty new headlamp design. This sporty look is carried through to the rear of the 2007 Avensis with a new combination lamp.

A more premium feel is created by the introduction of LED turn-lamps mounted within the outer door mirrors.

The 2007 Avensis features a new interior colour and trim, even greater perceived quality and new ergonomics for the navigation system, steering wheel switches and instrument panel.



A multi-information display has been added to the instrument panel to offer drivers more driving data such as outside temperature and fuel consumption information. Driver safety and comfort is further improved by the new logic applied to the steering-wheel audio controls which allow for more comfortable and quick operation.

Premium quality levels of equipment are further developed. Dusk and rain sensors will be standard from mid-grade specifications while the standard-fit audio, with turn-by-turn navigation (optional), is also upgraded.

A new premium grade model will be available with exclusive 17-inch alloy wheels and a dark grey front grille with chrome inserts. The interior will be equally exclusive with leather steering wheel and lever boot, metal inserts on the sports steering wheel and a high quality, perforated Alcantara and leather trim.

Fully competitive diesel range

- All-new 2.0 litre D-4D 125
- Low weight, high power technology
- Low levels of NVH

For 2007 the Avensis will be available a choice of three D-4D diesel engines: a brand-new 2.0-litre D-4D 125, the 2.2-litre D-4D 150 and, at the top of the range, the powerful 2.2-litre D-4D 180.

The brand-new 2.0-litre D-4D 125 is an important development in the evolution of the new generation Toyota diesel engines. The new engine is based on the same block and uses the same

advanced technology as the 2.2-litre D-4D units from which it has been derived with low weight and high power for refined driving performance.

Installed in the 2007 Avensis, the D-4D 125 will achieve best-in-class performance with highly competitive, low CO₂ emissions of 146 g/km (combined cycle). The engine develops 93 kW (126 DIN hp) and 300 Nm of torque with constant output flat from around 2,000rpm to 2,800rpm.

The new D-4D 125 engine will be available in two versions to suit market conditions across Europe. A D-4D 125 with diesel particulate filter (DPF) will be suitable for countries where incentives are in place for low particulate emissions. Other countries may wish to adopt the D-4D 125 with an oxidation catalytic converter (CCo).

Both engines comply with current Euro IV diesel emission regulations and offer exactly the same output (126 DIN hp, 300Nm torque) and performance.

At the top of the 2007 Avensis range will be the D-4D 180 Clean Power engine. The D-4D 180 puts the 2007 Avensis among the most powerful diesel cars in the upper-medium segment with 130 kW (177 DIN hp) of power at 3,600 rpm and a remarkably flat torque delivery of 400 Nm across an engine range from 2,000 to 2,600 rpm.

The 2007 Avensis D-4D 150 aims to offer customers a well-balanced proposition of power and economy. It shares 85% of the components with the 177 DIN hp version and is positioned between the new D-4D 125 and the D-4D 180.

All diesel engine versions of the 2007 Avensis are equipped as standard with a six speed manual transmission.

Complete petrol line-up

The 2007 Avensis will be available with a choice of four petrol engines: 1.6 VVT-i, 1.8 VVT-i, 2.0 direct injection and, in selected markets, 2.4 direct injection. There will also be a choice of five-speed manual, four speed automatic or, with the 2.4-litre engine, five speed automatic gearbox.

Even greater driving pleasure

- Retuned suspension and steering
- More rigid body
- Even better refinement and handling

Engineers have reassessed every aspect of the Toyota Avensis to improve its performance in road noise, ride comfort, steering response and high speed stability for the 2007 model.

Many elements within the suspension and steering design have been further tuned and optimised. These changes to front and rear suspension, steering components and body rigidity improve ride comfort, steering feel and cornering and braking stability.

Special attention has been focused on achieving extremely low NVH levels for the new D-4D 125 models. Measures derived from other D-4D models include adopting acoustic insulation glass for the front windscreen, additional soundproofing in the engine cover and the bonnet insulator, and extra thickness around the exhaust tunnel.

Excellent safety & cost of ownership

- 5 star EuroNCAP rating
- Available with nine airbags
- Low repair and service costs

The 2007 Avensis is available with nine airbags. Among these is the 18-litre SRS knee airbag for the driver which was a first for Europe when it was introduced.

The driver and front-seat passenger's airbags have dual-stage inflators which adjust the inflation pressure depending on the severity of the impact. At the same time, the driver's airbag features a seat-position sensor, which checks the seat slide position.

The 2007 Avensis employs the latest-generation ABS system and increases its effectiveness with EBD (Electronic Brake-force Distribution) and BA (Brake Assist). Highly advanced Vehicle Stability Control (VSC) and Traction Control (TRC) are available across most of the 2007 Avensis range in Europe.

The 2007 Avensis builds on the model's already excellent record of low repair costs. Items such as headlamp mounting brackets, the large front bumper and aluminium rear bumper reinforcements have been developed specifically to reduce repair costs.

The D-4D diesel engines adopt an Oil Maintenance Monitoring System (OMMS) which allows the extension of oil change intervals from 15,000 km up to 30,000 km.

Specifications and equipment list

Petrol engine*	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Type	4-Cylinders in-line			
Cylinder head material	Aluminium alloy			
Engine block material	Aluminium alloy			
Fuel type	95 Octane petrol (or more)			
Injection pressure (bar)	-	-	-	
Valve Mechanism	DOHC 16 valve VVT-i			
Displacement (cc)	1,598	1,794	1,998	2,362
Bore x Stroke (mm)	79.0 X 81.5	79.0 X 91.5	86.0 X 86.0	88.5 x 96.0
Compression Ratio (:1)	10.5	10	11	11
Fuel system	Electronic Fuel injection			
Max. Power (DIN hp) kW/rpm	(110) 81/6,000	(129) 95/6,000	(147) 108/5,700	(163) 120/5,800
Max. Torque (Nm/rpm)	150/3,800	170/4,200	196/4,000	230/3,800

Diesel engine*	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Type	4-Cylinders in-line		
Cylinder head material	Aluminium alloy		
Engine block material	Aluminium alloy		
Fuel type	48 Cetane diesel		
Injection pressure (bar)	1,700	1,700	1,800
Valve Mechanism	DOHC 16 valve, direct injection		
Displacement (cc)	1,998	2,231	2,231
Bore x Stroke (mm)	86.0 x 86.0	86.0 x 96.0	86.0 x 96.0
Compression Ratio (:1)	16.8	16.8	15.8
Fuel system	Common-rail w/ Solenoid injector		Common-rail w/ piezoelectric injector
Max. Power (DIN hp) kW/rpm	(126) 93/3,600	(150) 110/3,600	(177) 130/3,600
Max. Torque (Nm/rpm)	300 /2,000-2,800	310 /2,000-3,200	400 /2,000-2,600

* All engines are available on all bodytypes. 1.6-litre unit is available only at some countries

Transmission	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Drive type	Front wheel drive			
Gearbox type	5M/T	5M/T	4A/T	5M/T
gear ratios	1 st	3.545	3.545	2.847
	2 nd	1.904	1.904	1.552
	3 rd	1.310	1.310	1.000
	4 th	0.969	1.031	0.700
	5 th	0.815	0.815	-
	6 th	-	-	-
	Reverse	3.250	3.250	2.343
Differential gear ratio	4.312	3.941	4.237	3.684

Transmission	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Drive type	Front wheel drive		
Gearbox type	6M/T	6M/T	6M/T
gear ratios	1 st	3.538	
	2 nd	1.913	
	3 rd	1.218	
	4 th	0.860	
	5 th	0.790	
	6 th	0.673	0.638
	Reverse	3.831	
Differential gear ratio	3.777 (1st-4th), 3.238 (5th-6th, Rev)		

Performance	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Gearbox type	5M/T	5M/T	4A/T	5M/T
Max. Speed (km/h) - All	195	200	195	210
0-100km/h (s)	Sedan/Liftback	12	10.3	11.6
	Wagon	12.2	10.5	11.8
0-400m (s)	Sedan/Liftback	18.1	17.1	17.9
	Wagon	18.2	17.2	18

Performance	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type	6M/T	6M/T	6M/T
Max. Speed (km/h) - All	200	210	220
0-100km/h (s)	Sedan/Liftback	10.6	9.3
	Wagon	10.6	9.3
0-400m (s)	Sedan/Liftback	17.6	16.8
	Wagon	17.6	16.8

Fuel consumption (l/100km)	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Gearbox type	5M/T	5M/T	4A/T	5M/T
Combined	Sedan/Liftback	7.2	7.2	7.7
	Wagon	7.2	7.2	7.8
Extra Urban	Sedan/Liftback	5.8	5.8	6.3
	Wagon	5.8	5.8	6.4
Urban	Sedan/Liftback	9.5	9.4	10.3
	Wagon	9.5	9.4	10.4

Fuel consumption (l/100km)	2.0-litre D-4D 125 CCo	2.0-litre D-4D 125 DPF	2.2-litre D-4D 150	2.2-litre D-4D 180
Gearbox type	6M/T	6M/T	6M/T	6M/T
Combined	Sedan/Liftback	5.5	5.8 *	5.9
	Wagon	5.7	5.9 *	6.0
Extra Urban	Sedan/Liftback	4.6	4.9 *	4.9
	Wagon	4.7	5.1 *	4.9
Urban	Sedan/Liftback	7.1	7.2 *	7.6
	Wagon	7.2	7.3 *	7.7

* All technical data relating to 2.0-litre D-4D 125 DPF are subject to final homologation

CO ₂ emissions (gr/km)		1.6-litre VVT-i		1.8-litre VVT-i		2.0-litre D-4		2.4-litre
Gearbox type		5M/T		5M/T		4A/T		5A/T
Combined	Sedan/Liftback	172		171		187		227
	Wagon	173		172		193		228
Extra Urban	Sedan/Liftback	142		142		151		172
	Wagon	144		143		157		175
Urban	Sedan/Liftback	224		223		251		320
	Wagon	224		223		257		320

CO ₂ emissions (gr/km)		2.0-litre		2.0-litre		2.2-litre		2.2-litre
		D-4D 125 CCo		D-4D 125 DPF		D-4D 150		D-4D 180
Gearbox type		6M/T		6M/T		6M/T		6M/T
Combined	Sedan/Liftback	146		152 *		156		161
	Wagon	149		155 *		158		163
Extra Urban	Sedan/Liftback	122		131 *		130		138
	Wagon	125		141 *		131		141
Urban	Sedan/Liftback	188		189 *		201		201
	Wagon	190		192 *		205		201

* All technical data relating to 2.0-litre D-4D 125 DPF are subject to final homologation

Other emissions		1.6-litre VVT-i		1.8-litre VVT-i		2.0-litre D-4		2.4-litre
Gearbox type		5M/T		5M/T		4A/T		5A/T
Emission level		Euro IV		Euro IV		Euro IV		Euro IV
CO	All	0.39	0.48	0.45	0.49	0.35	0.26	
HC	All	0.04	0.03	0.04	0.07	0.05	0.06	
PM	All	-	-	-	-	-	-	
NOx	All	0.02	0.05	0.03	0.02	0.02	0.03	
HC + NOx	All	-	-	-	-	-	-	

Other emissions		2.0-litre		2.0-litre		2.2-litre		2.2-litre
		D-4D 125 CCo		D-4D 125 DPF		D-4D 150		D-4D 180
Gearbox type		6M/T		6M/T		6M/T		6M/T
Emission level		Euro IV		Euro IV		Euro IV		Euro IV
CO	All	0.17	0.17*	0.02	0.11			
HC	All	-	-	-	-			
PM	All	0.019	0.002*	0.020	0.002			
NOx	All	0.200	0.19*	0.237	0.11			
HC + NOx	All	0.22	0.20	0.24	0.15			

* All technical data relating to 2.0-litre D-4D 125 DPF are subject to final homologation

Suspension

Front	McPherson strut; low-pressure gas sealed shock absorbers with linear control valve; stabiliser bar						
Rear	Double wishbone with toe-control link; low-pressure gas sealed shock absorbers with linear control valve; stabiliser bar						

Brakes

Front	Ventilated disc						
Rear	Solid disc						

Steering	1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Type	Rack & Pinion			
Power steering type	EPS		Integral	
Steering gear ratio	17.5		16.1	
Lock to lock	3.5		3.0	
Min. turning radius Tire (m)	5.4		5.6	
Min. turning radius Body (m)	5.75		5.995	

Steering	2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Type	Rack & Pinion		
Power steering type	Integral		
Steering gear ratio	16.1		
Lock to lock	-		
Min. turning radius Tire (m)	5.6		
Min. turning radius Body (m)	5.995		

Weight		1.6-litre VVT-i	1.8-litre VVT-i	2.0-litre D-4	2.4-litre
Curb weight	Sedan	1,280-1,330	1,280-1,350	1,340-1,410	1,385-1,425
	Liftback	1,285-1,325	1,285-1,355	1,345-1,415	1,390-1,430
	Wagon	1,315-1,350	1,315-1,380	1,365-1,420	1,410-1,445
Gross weight	All	1,820	1,820	1,895	1,905

Weight		2.0-litre D-4D 125	2.2-litre D-4D 150	2.2-litre D-4D 180
Curb weight	Sedan	1,435-1,500	1,450-1,505	1,460-1,505
	Liftback	1,440-1,505	1,455-1,510	1,465-1,510
	Wagon	1,465-1,525	1,480-1,535	1,490-1,535
Gross weight	All	1,970	1,970	1,970

Interior dimensions (mm)	Sedan	Liftback	Wagon
Room length (mm)	2,090	2,090	2,090
Room width (mm)	1,485	1,485	1,485
Room height (mm)	1,210	1,210	1,210
Front head room	990	990	990
Front leg room	1,181	1,181	1,181
Front shoulder room	1,375	1,375	1,375
Rear head room	951	950	985
Rear shoulder room	1,378	1,378	1,378

Luggage compartment	Sedan	Liftback	Wagon
Luggage capacity	0.52	0.51	0.52
Height (mm)	525	800	835
Length (mm)	1,160	1,125	1,130
Width, wheelhouse (mm)	1,085	1,050	1,050
Loading height (mm)	700	700	615

	Avensis	Avensis Sol	Avensis Executive	Avensis Premium Active
Tyres and wheels				
205/55R16 steel wheels with full wheel cap	•	—	—	—
205/55R16 alloy wheels	◦	•	—	—
2 15/50R17* alloy wheels	—	—	•	—
2 15/50R17 alloy wheels: Titanium look	—	—	—	•

* Design varies according to engine.

Engine/grade availability

1.6 litre VVT-i petrol	•	•	—	—
1.8 litre VVT-i petrol	•	•	—	—
2.0 litre direct injection petrol	—	•	•	—
2.4 litre direct injection petrol	—	•	•	—
2.0 litre D-4D diesel 126 DIN hp	•	•	•	—
2.2 litre D-4D diesel 150 DIN hp	• (RHD)	•	•	—
2.2 litre D-4D diesel 177 DIN hp	—	—	—	•

Exterior

Bumpers: colour-keyed with protection-moulding	•	•	•	•
Grille: colour-keyed with chrome accent	•	•	•	—
Grille: dark with chrome accent	—	—	—	•
Door handles: colour-keyed	•	•	•	•
Door mirrors with integrated turning signal: colour-keyed, electric	•	—	—	—
Door mirrors with integrated turning signal: colour-keyed, electric, heated and retractable	—	•	•	•
Black roof rails on Wagon	•	—	—	—
Metallic roof rails on Wagon	—	•	•	•
Rear spoiler on Wagon	•	•	•	•
Automatic headlamps with dusk sensor	—	•	•	•
HID Xenon headlamps	—	◦	•	•
Headlamp cleaners	◦	◦	•	•
Front fog lamps	◦	•	•	•
Rear fog lamp	•	•	•	•
Green tempered glass	•	•	•	•
Privacy glass	◦	◦	•	•
Front wipers with rain sensor	—	•	•	•
Rear window wiper with interval on Liftback and Wagon	•	•	•	•

Audio

Glass integrated antenna	•	•	•	•
Radio/CD with ASL & 8 speakers	•	•	•	•
In-dash 6-CD changer	—	◦	•	•
Audio MP3 WMA file compatible	•	•	•	•
Audio controls integrated in steering wheel	•	•	•	•

Comfort

	Avensis	Avensis Sol	Avensis Executive	Avensis Premium Active
Manual air conditioning	•	—	—	—
Dual-zone automatic air conditioning (with digital controls)	—	•	•	•
Clean air filter	•	•	•	•
Metallic inserts with 'Technical' trim	—	•	•	•
Wood-like inserts with 'Elegant' trim	—	•	•	•
4-spoke steering wheel	•	—	—	—
4-spoke leather steering wheel	—	•	•	—
4-spoke leather steering wheel with silver-coloured stitching	—	—	—	•
Tilt & telescopic steering wheel	•	•	•	•
Electric power steering (1.6 litre and 1.8 litre petrol engines)	•	•	—	—
Hydraulic power steering (2.0 litre & 2.4 litre direct injection petrol and all D-4D diesel engines)	•	•	•	•
Cruise control*	—	•	•	•
Inside door handles: chrome-plated	•	•	•	•
Leather shift knob	—	•	•	—
Leather shift knob with silver-coloured stitching	—	—	—	•
Rear-view mirror: day & night	•	—	—	—
Rear-view mirror: day & night, electrochromatic	—	•	•	•
Sun visors with mirror and lamp: D & P	•	•	•	•
Front armrest	—	•	•	•
Rear armrest with integrated cup holders	•	•	•	•
Auto up/down front power windows with jam protection	•	•	•	•
Auto up/down rear power windows with jam protection	◦	•	•	•
Tilt & slide sunroof/moonroof (electric with jam protection)	◦	◦	◦	◦
Fuel lid opener: electric	•	•	•	•
Boot and back door opener: electric	•	•	•	•
Door courtesy lamp (front 2)	•	•	•	•
Front personal lamps (2)	•	•	•	•
Rear personal lamps (2)	•	•	•	•
Luggage room lamp	•	•	•	•
Rear window defogger with timer	•	•	•	•
Headlamp levelling: manual	•	•	•	•
Headlamp warning & key reminder buzzer	•	•	•	•
Assist grips: 4 with damper	•	•	•	•
Coat hook: rear 2	•	•	•	•



	Avensis	Avensis Sol	Avensis Executive	Avensis Premium Active
Information				
Dual screen multi-information display: average speed, average and instant fuel consumption, driving range§	◦	•	•	•
Full map navigation system (DVD) with 7" colour screen, 8 languages, voice recognition (English and German only) and remote control	—	◦	•	•
Optitron meter illumination system	•	•	•	•
Meter illumination control	•	•	•	•
Clock	•	•	•	•
External temperature	•	•	•	•
Trip meter (twin)	•	•	•	•

Seats

Front seat adjuster manual: D 6-way, P 4-way	•	—	—	—
Front seat adjuster manual: D 6-way, P 6-way	—	•	—	—
Front seat adjuster electric: D 10-way, P 8-way	—	—	•	•
Seat lumbar support: D power	—	—	•	•
D/P seat: height adjustable	•/—	•/•	•/•	•/•
Front headrests: vertical adjustment	•	—	—	—
Front headrests: vertical and tilt adjustment	—	•	•	•
Rear seats: 60:40 split	•	•	•	•
Rear seats: flip up bench 60:40 (Liftback/Wagon)	•	•	•	•
Rear seat headrests (3)	•	•	•	•
Seat trim: fabric	•	•	—	—
Seat trim: leather	—	—	•	—
Seat trim: leather & Alcantara	—	—	—	•
Seat heater: D & P	◦	◦	◦	◦

Storage compartments

Glove box with key & damper	•	•	•	•
In-dash storage box with push-open door at top instrument panel	•	•	—	—
Front console box with cup holder	•	•	•	•
Rear console box	•	—	—	—
Rear console box: fabric armrest	—	•	—	—
Rear console box: leather armrest	—	—	•	•
Push-open cup holder in instrument panel	•	•	•	•
Cup holders (x2) in rear armrest	•	•	•	•
Underfloor storage (x2) in the boot (Wagon)	•	•	•	•
Front & rear door pockets	•	•	•	•
Seatback pockets: D & P	•	•	•	•
Luggage room				
Tonneau cover for Liftback & Wagon	•	•	•	•
Luggage hooks (x4)	•	•	•	•

	Avensis	Avensis Sol	Avensis Executive	Avensis Premium Active
Security				
Immobiliser	•	•	•	•
Power door lock with answer back	•	•	•	•
Fuel cap locking	•	•	•	•
Interior switch for door locking	•	•	•	•
Vehicle automatically re-locks if unlocked accidentally	•	•	•	•

Safety

5-star Euro NCAP	•	•	•	•
Active				
4 disc brakes (ventilated in the front/solid in the rear)	•	•	•	•
ABS & EBD	•	•	•	•
VSC, TRC & BA◊	•	•	•	•
Passive				
Crash resistant body structure	•	•	•	•
Body shell with high tensile steel elements	•	•	•	•
Energy absorbing bumpers	•	•	•	•
Side impact bars	•	•	•	•
Reinforced centre pillar	•	•	•	•
Head impact protection	•	•	•	•
Reinforced rear seatback against luggage intrusion	•	•	•	•
SRS dual stage front airbags: D & P	•	•	•	•
SRS side airbags: D & P	•	•	•	•
SRS knee airbag: D	•	•	•	•
SRS curtain shield airbags: front & rear	•	•	•	•
Seat belt warning: D & P (with lamp and buzzer)	•	•	•	•
Front seat belts: 3-point ELR with pre-tensioners & force-limiters	•	•	•	•
Rear seat belts: 3-point ELR	•	•	•	•
Whiplash injury lessening concept seat (WIL): D & P	•	•	•	•
Child protection lock	•	•	•	•
ISO fix CRS fixation points (rear x 2)	•	•	•	•
with 2 top-teather anchor brackets				
Collapsible pedal support strut	•	•	•	•
Collapsible steering column	•	•	•	•
Fire resistant upholstery	•	•	•	•
Electronic fuel cut system	•	•	•	•

• = standards ◦ = optional — = not available

* Excludes 1.6 and 1.8 litre VVT-i engines.

§ Multi-information display integrated into 7" colour screen if full map navigation is selected.

◊ Optional on 1.6 litre VVT-i Avensis and Avensis Sol.

To the best of our knowledge, all information in this document is correct at time of going to print. Details of specialisation and equipment provided are subject to local conditions and requirements and may, therefore, vary from models enquire reserves the right to alter any details of specifications and equipment without prior notice. • © 2006 by NV Toyota Motor Europe ('TME'). • No part of this publication may in any way be reproduced without the prior written approval of Toyota Motor Europe.

Panasonic Toyota Racing



Technical specifications: TF106

Monocoque construction	Moulded carbon fibre and honeycomb construction
Fuel tank	ATL safety cell
Front suspension	Carbon fibre double wishbone arrangement, with carbon fibre trackrod and pushrod. Pushrod activates rocker, torsion bar, damper and anti-roll bar assy
Rear suspension	Carbon fibre double wishbone arrangement, with carbon fibre toelink and pushrod. Pushrod activates rocker, torsion bar, damper and anti-roll bar assy
Dampers	Penske
Wheels	BBS forged magnesium
Tyres	Bridgestone Potenza
Brake calipers	Brembo
Brake master cylinders	Brembo
Braking material	Hitco (carbon/carbon)
Steering	Toyota power-assisted steering
Steering wheel display	Toyota carbon fibre wheel with Toyota / Magneti Marelli instrument
Drivers seat	Carbon fibre construction, moulded to driver's shape
Driver restraints	Takata
Driver HANS device	Toyota design
Electronic systems	Toyota / Magneti Marelli
Transmission:	7-speed unit plus reverse Toyota-designed maincase with Toyota / Xtrac internals Gear selection is sequential via driver-controlled electro-hydraulic actuation
Wheelbase	3 090mm
Overall length	4530mm
Overall height	950mm
Overall width	1 800mm
Overall weight	600kg including driver and camera

Technical specifications: RVX - 06*

Designation	RVX-06
Number of cylinders	8
Capacity	2398cc
Horsepower	Approximately 740bhp
Revolutions	Around 19,000rpm
Valve actuation	Pneumatic
Throttle actuation	Hydraulic
Spark Plugs	DENSO
Fuel	Esso
Lubricants	Esso

* In 2006 Toyota Motorsport GmbH supply engines to Midland F1 Team.

As from 2007 - for a three years agreement - Williams F1 will be powered by Toyota engines and will use the same specification of engine as Panasonic Toyota Racing.

